

Jutland Road
SM-911
St. Mary's County
St. Inigoes vicinity
18th century
Public

Located at the southern end of St. Mary's County, Jutland Road extends south for 2.1 miles along the spine of the peninsula formed by Jutland Creek and Smith Creek. The asphalt-paved roadway varies from 12 to 17 feet wide and runs along a mainly straight and level alignment except for one sharp S-shaped curve near its mid-point. The Jutland peninsula is sparsely populated and the road passes cultivated fields and large areas of dense forest. The historic Jutland Farm (SM-627) stands west of the road on Smith Creek, but is only minimally visible from the road.

The northern portion of Jutland Road (between Beachville Road and Jutland Farm Road) illustrates the role of private farm roads in the overland transportation networks in St. Mary's County from the 18th through the 20th centuries. It is also significant for its association with agriculture on Jutland Neck. It originated in the late 18th or early 19th century as part of a private road that led to Jutland Farm on Smith Creek. Initially, the road served primarily as a travel route for the residents; in the late 19th century, it was likely used for transporting crops, raw materials, and other commodities to and from wharves, mills, and nearby towns. Throughout the 19th century, the road remained private and unimproved. In 1893, Bevins Morris purchased Jutland Farm and soon embarked on a series of improvements to the property that included reconfiguring portions of the existing road; however, the earlier road remained intact. Since it remained a private road through the early 20th century, Jutland Road did not benefit from the state-funded road improvements of the 1920s and 1930s. As a result of the subdivision of Jutland Farm and economic and population growth in the decades after World War II, Jutland Road entered the public road system and was extended south to the end of Jutland Neck. Of the seven St. Mary's County roads surveyed in 2006, Jutland Road has the most integrity.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-911

1. Name of Property (indicate preferred name)

historic Jutland Road (preferred)

other County Route 30379

2. Location

street and number Election District No. 1, Road runs south from Beachville Road to Jutland Creek ☐ not for publication

city, town St. Inigoes ☒ vicinity

county St. Mary's County

3. Owner of Property (give names and mailing addresses of all owners)

name St. Mary's County Board of County Commissioners

street and number P.O. Box 653, 23115 Leonard Hall Drive telephone 301-475-4200 x1300

city, town Leonardtown state MD zip code 20650

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A liber folio

city, town tax map tax parcel tax ID number

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other: _____

6. Classification

Category	Ownership	Current Function		Resource Count	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	<input type="checkbox"/> landscape	Contributing	Noncontributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> recreation/culture	<input type="text" value="0"/>	<input type="text" value="0"/> buildings
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion	<input type="text" value="0"/>	<input type="text" value="0"/> sites
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> social	<input type="text" value="1"/>	<input type="text" value="0"/> structures
<input type="checkbox"/> object		<input type="checkbox"/> education	<input checked="" type="checkbox"/> transportation	<input type="text" value="0"/>	<input type="text" value="0"/> objects
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	<input type="text" value="1"/>	<input type="text" value="0"/> Total
		<input type="checkbox"/> government	<input type="checkbox"/> unknown		
		<input type="checkbox"/> health care	<input type="checkbox"/> vacant/not in use		
		<input type="checkbox"/> industry	<input type="checkbox"/> other:		
				Number of Contributing Resources previously listed in the Inventory	
				<input type="text" value="0"/>	

7. Description

Inventory No. SM-911

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Summary Description

Located at the southern end of St. Mary's County, Jutland Road extends south for 2.1 miles along the spine of the peninsula formed by Jutland Creek and Smith Creek. The asphalt-paved roadway varies from 12 to 17 feet wide and runs along a mainly straight and level alignment except for one sharp S-shaped curve near its mid-point. The Jutland peninsula is sparsely populated and the road passes cultivated fields and large areas of dense forest. The historic Jutland Farm (SM-627) stands west of the road on Smith Creek, but is only minimally visible from the road.

Location

Jutland Road is located in the southeastern section of St. Mary's County in the First Election District. The road extends approximately 2.1 miles south from its start at Beachville Road to its end point at Jutland Creek. The last three quarters of a mile between the turnoff for Jutland Farm Road and the end of Jutland Neck is a gravel and sand road that appears to be privately owned and maintained. From its start point, the road runs the length of the Jutland peninsula, which is bounded by Smith Creek on the west and Jutland Creek on the east.

Detailed Description

The Roadway

Jutland Road is an asphalt-paved local route that varies from 12 to 17 feet wide. The travel way contains two undivided lanes, one in each direction. It has no painted traffic lanes and is in good condition. The road's horizontal alignment is predominately straight. Three quarters of a mile south of its start point at Beachville Road, it incorporates one significant curve. The road rises slightly at the extended curve, but in all other places Jutland Road remains level as it traverses the low lying peninsula. The road starts at an elevation of 18 feet above sea level and descends gradually to sea level. It is at or above grade level for most of the length. Swales and raised embankments flank it. The sand and gravel portion at the end of the road differs in that the swales become less formal and shallower and the flanking embankments are no longer present. The roadway includes an extremely low-pitched crown and no shoulders. At mile 0.5, there is a turnout on the east side of the road, just north of the intersection with Jutland Drive,

Near mile 0.8, a minor waterway runs beneath the road through a concrete culvert and continues southward to Smith Creek.

The Right-of-Way

Deep swales and low embankments exist along both sides of the upper half of Jutland Road's right-of-way. The lower half, encompassing the gravel portion of the road, is level with only shallow swales for basic drainage. Several traffic signs including speed limit and warning signs appear within the right-of-way. These standard reflective metal signs are mounted to square wood posts; at the intersection with Beachville Road, the signs are mounted to metal posts. Private property owners have posted a variety of property identification signs that include names and addresses of the properties as well as no trespassing signs. These are typically painted wooden or printed paper signs in a variety of shapes and sizes.

Electric and telephone utility lines strung on poles stand within the right-of-way. They are carried on standard pine poles that run first along both sides to Jutland Drive, and then reappear on the west side of the road near the curve. There are no utility poles along the roadway south of the curve at approximately mile 0.7 until the last half of the gravel road, approximately 0.25 miles from the road's terminus at Jutland Creek.

The Setting

Jutland Road traverses a rural peninsula located in the southwestern portion of St. Mary's County. The road extends through a landscape dominated by agricultural land use with only limited and associated residential use. The first half mile of the road is

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flanked by cultivated fields. South of Jutland Drive, the cultivated fields continue on the west side of the road and the east side of the road is dominated by heavily wooded forests. Where the road becomes gravel it is flanked by low lying, cultivated fields.

The road is not heavily settled and contains only a few clusters of residential and agricultural buildings set back significantly from the west side of the road. The farm buildings tend to appear near the water's edge and are somewhat obscured by vegetation. Exceptions are two clusters of late 20th-century construction found at the curve of the road and at its terminus. These structures are adjacent to and clearly visible from the road. Sections of the adjacent fields are separated by rows of deciduous and cedar trees as well as dirt drainage ditches. Though the peninsula is surrounded by water, views of the creeks are filtered by the heavily wooded shores and limited by the low elevation of the road.

The road is the main transportation artery of Jutland Neck. Only two other roads, Jutland Drive and Jutland Farm Road, extend westward from Jutland Road to Smith Creek; the latter is gravel-surfaced. In addition, two gravel driveways lead to smaller homesteads off the main road.

Three properties along Jutland Road have been previously surveyed and included on the Maryland Inventory of Historic Properties (MIHP). The Rook (MIHP# SM-180) at 17399 Jutland Road is located west of Jutland Road, approximately 0.25 miles from Beachville Road on a small area of high ground between Jutland Road and a stream that runs south to Smith Creek. The 2-story, brick house was constructed during the mid-19th century to replace a previous structure destroyed by fire; it has been renovated several times.

The house at Jutland Farm (MIHP# SM-627), located at 48181 Jutland Farm Lane, stands at the end of Jutland Farm Lane on Smith Creek; and was constructed in 1904 by the Morris family. The site also includes a late 19th-century carriage house and several 20th-century agricultural buildings. Early maps of the area suggest that what is now known as Jutland Farm Road may have been the original route and terminus of Jutland Road, which did not originally continue to the end of the peninsula.

St. Elizabeth's Manor (MIHP# SM-189) is listed as an archeological site and is in the same location as Jutland Farm. The site encompasses the family cemetery of John Abell Dunbar, which includes gravestones that date from 1814 to 1843.

8. Significance

Inventory No. SM-911

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates 18th through 20th century **Architect/Builder** Unknown

Construction dates 18th century with 20th century improvements

Evaluation for:

☐ National Register ☐ Maryland Register ☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Summary Statement of Significance

The northern portion of Jutland Road (between Beachville Road and Jutland Farm Road) illustrates the role of private farm roads in the overland transportation networks in St. Mary's County from the 18th through the 20th centuries. It is also significant for its association with agriculture on Jutland Neck. It originated in the late 18th or early 19th century as part of a private road that led to Jutland Farm on Smith Creek. Initially, the road served primarily as a travel route for the residents; in the late 19th century, it was likely used for transporting crops, raw materials, and other commodities to and from wharves, mills, and nearby towns. Throughout the 19th century, the road remained private and unimproved. In 1893, Bevins Morris purchased Jutland Farm and soon embarked on a series of improvements to the property that included reconfiguring portions of the existing road; however, the earlier road remained intact. Since it remained a private road through the early 20th century, Jutland Road did not benefit from the state-funded road improvements of the 1920s and 1930s. As a result of the subdivision of Jutland Farm and economic and population growth in the decades after World War II, Jutland Road entered the public road system and was extended south to the end of Jutland Neck. Of the seven St. Mary's County roads surveyed in 2006, Jutland Road has the most integrity.

Historical Narrative

Jutland Road likely originated in the late 18th or early 19th century as a route used to access what is now known as Jutland Farm (MIHP #SM-627), which is situated on Smith Creek. An 1816 deed refers to this property as a 521-acre tract owned by John T. Mason and known as St. Inigoes Plantation. Further research is needed to determine when this property was first farmed and occupied. The 19th-century portion of the road (as depicted on an 1857 map) encompassed Jutland Road from Beachville Road to Jutland Farm Road as well as Jutland Farm Road itself. In addition, the owners of The Rook (MIHP #SM-180), a late 18th-century house, probably used the northernmost portion of Jutland Road to reach their house.

Like many roads in St. Mary's County, the development and route of Jutland Road was influenced by the topography of Jutland Neck. In order to avoid frequent creek crossings and flooding, the road lies on high ground near the eastern edge of Jutland Neck, which is bounded by Smith Creek on the west and Jutland Creek on the east. Since Jutland Creek has no substantial tributaries on its western shore, the road runs closer to it than to Smith Creek, which has several tributaries that extend inland. An 1857 map depicts Jutland Farm Road in much the same location as it currently is. Historic topographical maps suggest that the road likely angled sharply in order to remain on high ground as long as possible before descending to the house itself, which lies roughly at sea level.

In the early 19th century, agricultural products from Jutland Farm likely would have been transported by water to a nearby wharf for shipment to Baltimore. By the mid-19th century, Jutland Road may have been used to carry some crops to local markets or wharves and to transport grain and timber to and from mills. However, during the first half of the 19th century, it probably served primarily as a

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travel route for residents to reach churches such as St. Ignatius Roman Catholic Church on Villa Road, to visit friends, and to procure the services of skilled craftsmen such as blacksmiths and wheelwrights. Mid-19th-century road networks to the north of Jutland Road suggest some of the locations that local residents sought when they left Jutland Neck. On the 1857 map, for example, a road opposite Jutland Road's intersection with Beachville Road leads directly to Villa Road, which led to St. Ignatius (or Inigoes) Church and to the wharf on St. Inigoes Creek.

Nineteenth-century maps suggest that Jutland Farm was the only dwelling south of the Rook on Jutland Neck. However, there may have been smaller residences that mapmakers did not depict. Jutland Farm itself was likely operated by tenant farmers or resident overseers during the early 19th century, since owner Joseph Harris, who owned the property from 1816 until his death in 1847, had his primary residence at Ellenborough (MIHP #SM-68) near Leonardtown. In the 1820s, the tenant or overseer may have worked as a river pilot as well; historian Bayly Ellen Marks identified a river pilot living in the vicinity of Jutland Farm in the 1820s. During the mid-19th century, Henry and Maria Key (Joseph Harris's daughter and son-in-law) may have lived at Jutland but they also kept a residence in Leonardtown. William W.W. Wood, who owned the property in the late 1870s and 1880s, was a high-ranking officer in the United States Navy and delegated the farm's operation to overseer A.L. Taveau. Since the farm was not the primary dwelling of a wealthy and powerful owner, Jutland Road was likely a narrow, unimproved private road until the late 19th century. Consequently, Jutland Road is not depicted on Martenet's 1865 or 1885 maps of the county, nor on the 1892 United States Geological Survey (USGS) quad map; Jutland Farm is depicted on the 1885 map but the road is not.

In 1893, Bevins Morris purchased the 736-acre Jutland Farm. By 1904, he had demolished the existing dwelling and built a large new house as well as Gothic-style carriage house. The Morris family made Jutland their primary residence; descendants of Bevins Morris still own the property. With the improvements and expansions to Jutland Farm came alterations to Jutland Road. By 1903, what is now Jutland Farm Road had been abandoned in favor of a new access road that began further north and angled southwest towards the farm. (The 1959 map shows both of the two historic roads leading to Jutland Farm.) Although most of the land on Jutland Neck was owned by the Morris family through the 1950s, they likely leased portions of the property to tenants. Maps from 1903 and 1912 depict several structures on the neck, including one along the driveway leading to Jutland Farm and three along Smith Creek and its tributaries. Just south of the intersection with the new driveway to Jutland Farm, the road split into two driveways, each leading to a structure. The westernmost of these two driveways appears to be in roughly the same location as present-day Jutland Road.

Between 1900 and 1940, largely as a result of the rise of the automobile and state investment in roads, many of the roads in St. Mary's County were graded, drained, and surfaced; a few roads in the county were even paved. Jutland Road did not benefit from these improvements since it appears to have remained a private road through at least the 1930s. Maps from the 1910s and 1930s depict it and the driveway to Jutland Farm as secondary or private roads. State highway maps from the late 1930s show it as a "primitive road," indicating that it was likely dirt-surfaced and lacking any drainage system. In addition, these maps show a single road leading directly to Jutland Farm via present-day Jutland Road and the new driveway that Bevins Morris likely laid out circa 1900.

By 1959, the section of Jutland Road north from Jutland Farm Road was a "good motor road," indicating that it had become a public road by that time. This map shows both the circa 1900 access road to the farm as well as present-day Jutland Farm Road, which is in roughly the same location as the 19th-century road leading to the property. On the 1959 map, Jutland Road continued as a private road south beyond Jutland Farm Road to the mouth of Jutland Creek and followed the same hook-shaped path as the driveway leading to the house at 16671 Jutland Road, which was constructed circa 1960. (This house is not shown on the 1959 map but was likely erected soon after the map was produced.)

The extension of the road south into the low-lying areas of Jutland Neck was spurred by post-World War II economic development and population growth in St. Mary's County and the subdivision of Jutland Farm. The construction of U.S. Navy facilities at Patuxent River and Webster Field in the 1940s brought new residents and economic opportunities to St. Mary's County in the decades after

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Number 8 Page 2

World War II. Beginning in the late 1950s, Jutland Farm was subdivided and developed, and Jutland Road was extended to the end of Jutland Neck and graveled. Since the mid-1970s, further residential development has occurred along the road at its southern terminus and on the west side of the road between Jutland Farm and the Rook.

9. Major Bibliographical References

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See continuation sheet.

10. Geographical Data

Acreage of surveyed property approx. 3.7 acres
Acreage of historical setting approx. 250 acres
Quadrangle name St. Mary's City/St. George's Island Quadrangle scale: 1:24,000 (7.5 minute)

Verbal boundary description and justification

The surveyed area encompasses the roadway and right-of-way, which were documented in depth. The road's setting or viewshed was not intensively surveyed; individual architectural properties and landscape features that are visible from the road were noted and characterized only as part of the larger road setting. The acreage of the survey area is based on the road's length and approximate width. The acreage of the historic setting encompasses the viewshed from the road and is an estimate based on the surveyor's approximation of the distance visible from the road. It was calculated using MERLIN, the state of Maryland's online GIS-based mapping system, which includes an area measurement tool. Since historic setting is integral to understanding the character of the road, the entire viewshed was included in the acreage of the historic setting.

11. Form Prepared by

name/title	Melanie Macchio, Architectural Historian and Evelyn D. Causey, Historian		
organization	History Matters, LLC	date	June 30, 2006
street & number	1502 21 st Street, NW, 2 nd Floor	telephone	202-223-8845
city or town	Washington	state	DC

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

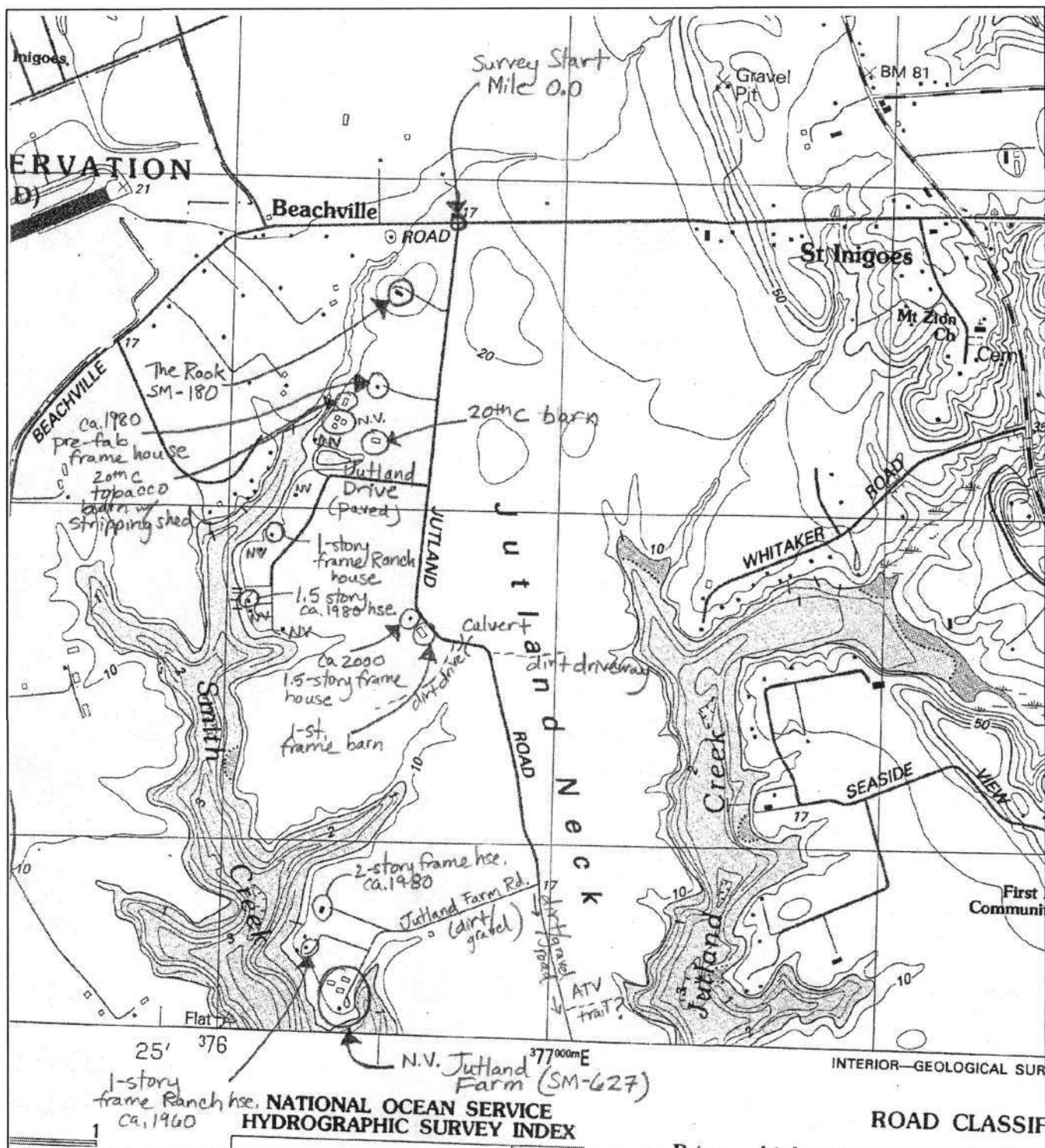
Inventory No. SM-911

Name: Jutland Road
Continuation Sheet

Number 8 Page 1

Major Bibliographical References

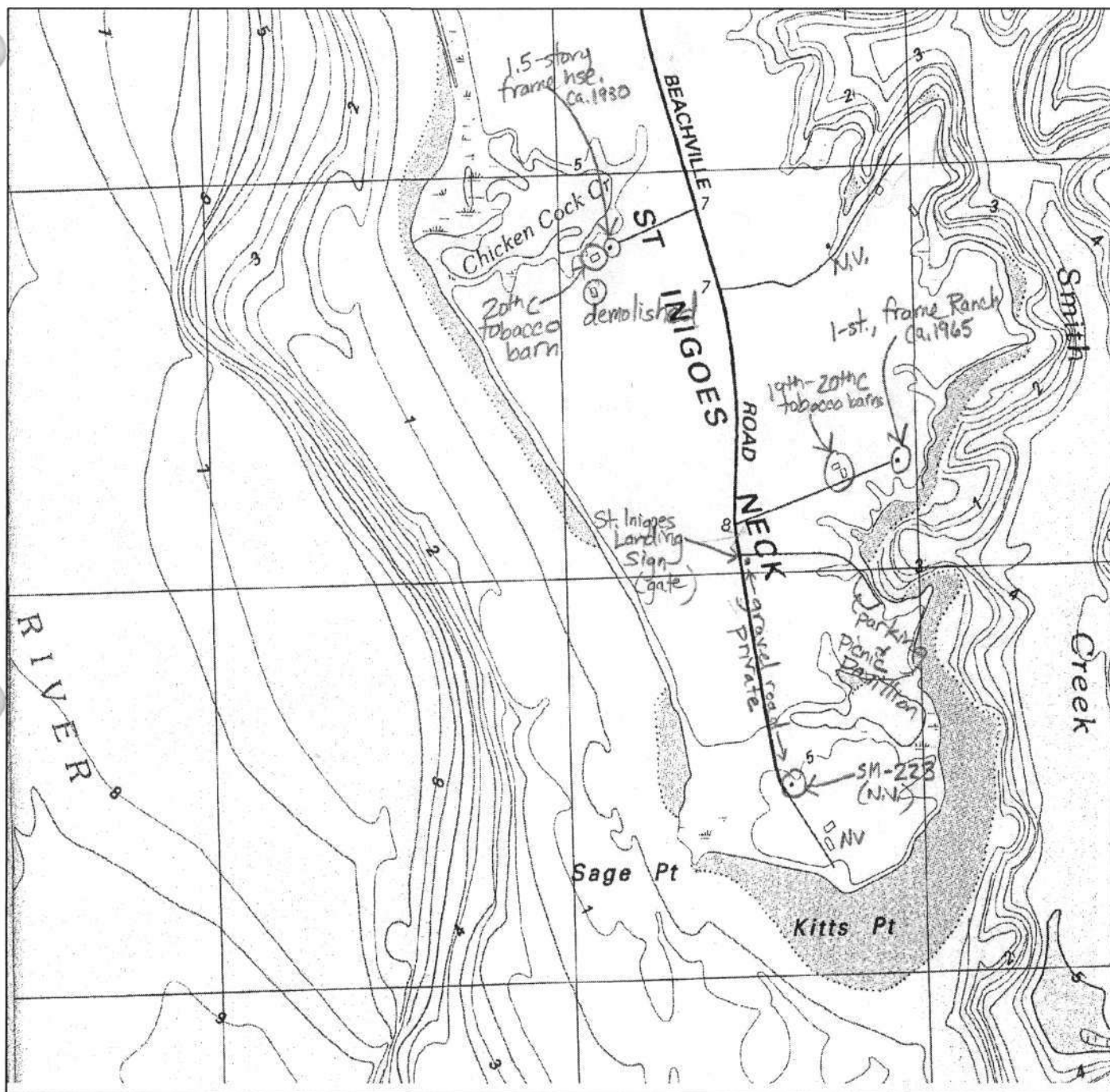
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SM-911 Jutland Road
 St. Inigoes vic.
 St. Mary's County, MD
 Resource Sketch Map (Page 1 of 2)
 Not to scale



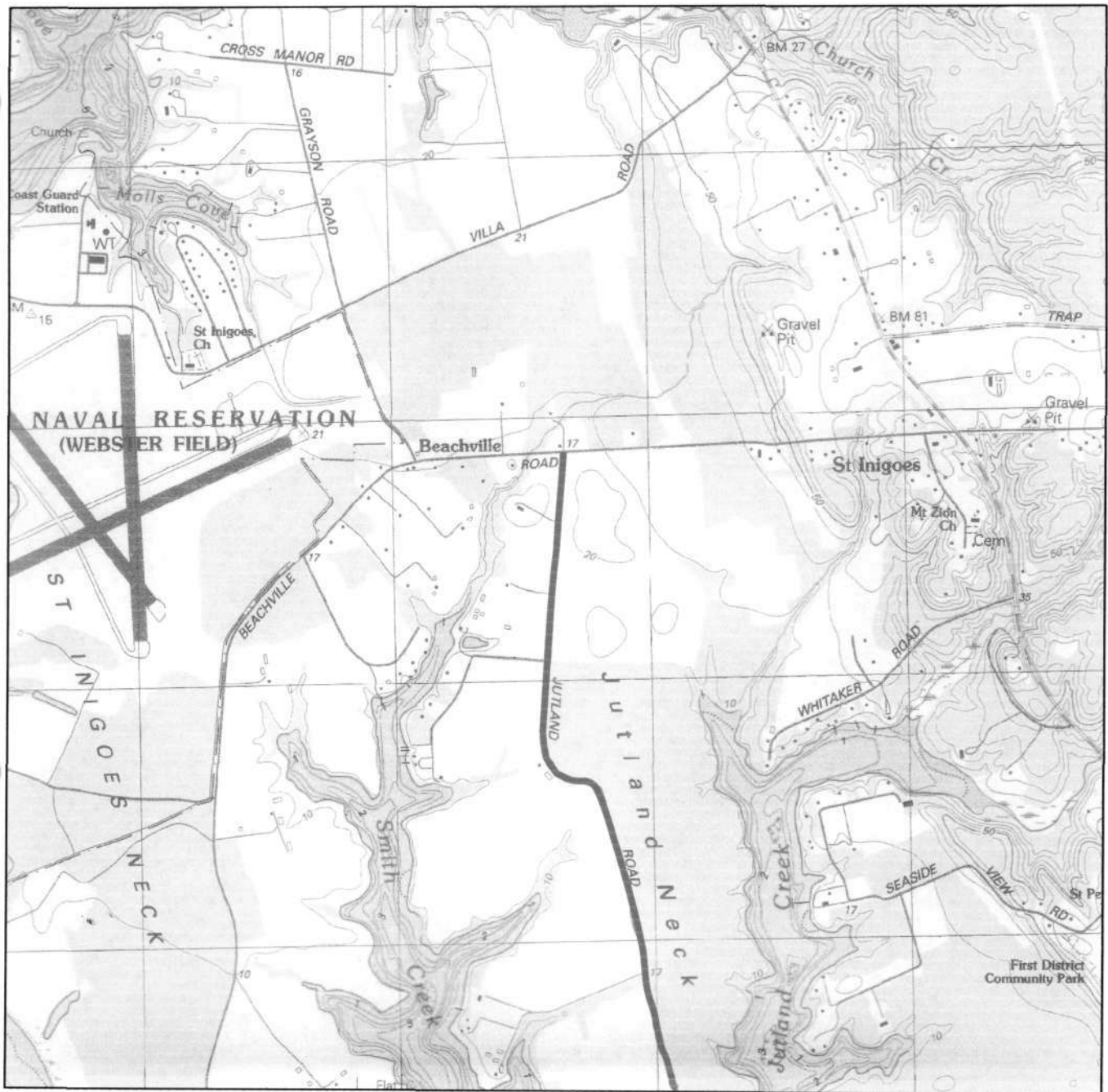
Source: USGS "St. Mary's City"
 Quadrangle Map
 1987



SM-911 Jutland Road
 St. Inigoes vic.
 St. Mary's County, MD
 Resource Sketch Map (Page 2 of 2)
 Not to scale



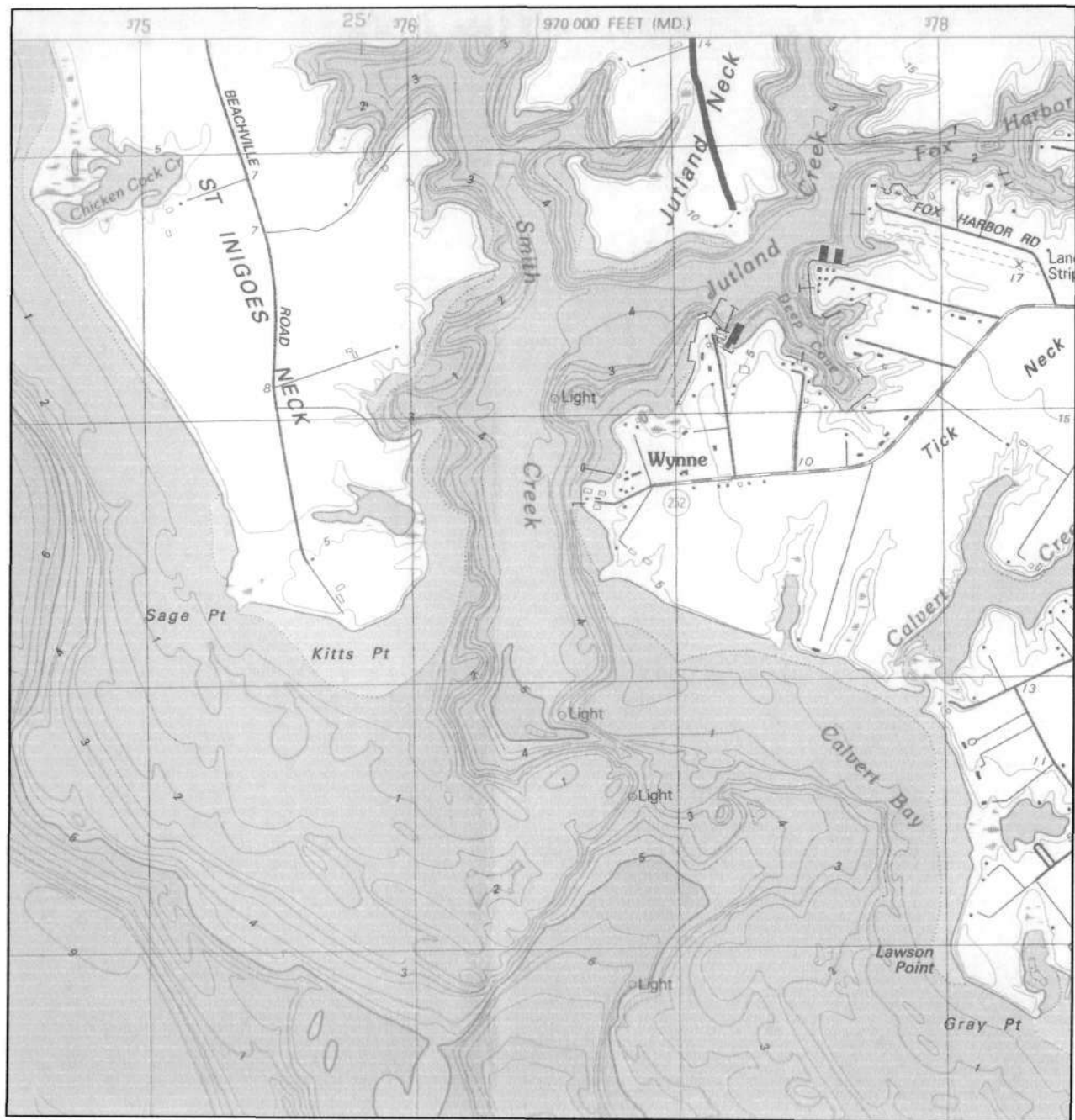
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 Quadrangle Map
 1987



SM-911 Jutland Road
 St. Inigoes vic.
 St. Mary's County, MD
 Location Map (Page 1 of 2)
 Scale 1:24,000



Source: USGS "St. Mary's City"
 Quadrangle Map
 1987



SM-911 Jutland Road
 St. Inigoes vic.
 St. Mary's County, MD
 Location Map (Page 2 of 2)
 Scale 1:24,000



Source: USGS "St. George Island"
 Quadrangle Map
 1987



SM-911

Jutland Road

St. Inigoes vic.

St. Mary's County,
MD

2003 Aerial
Orthophotos

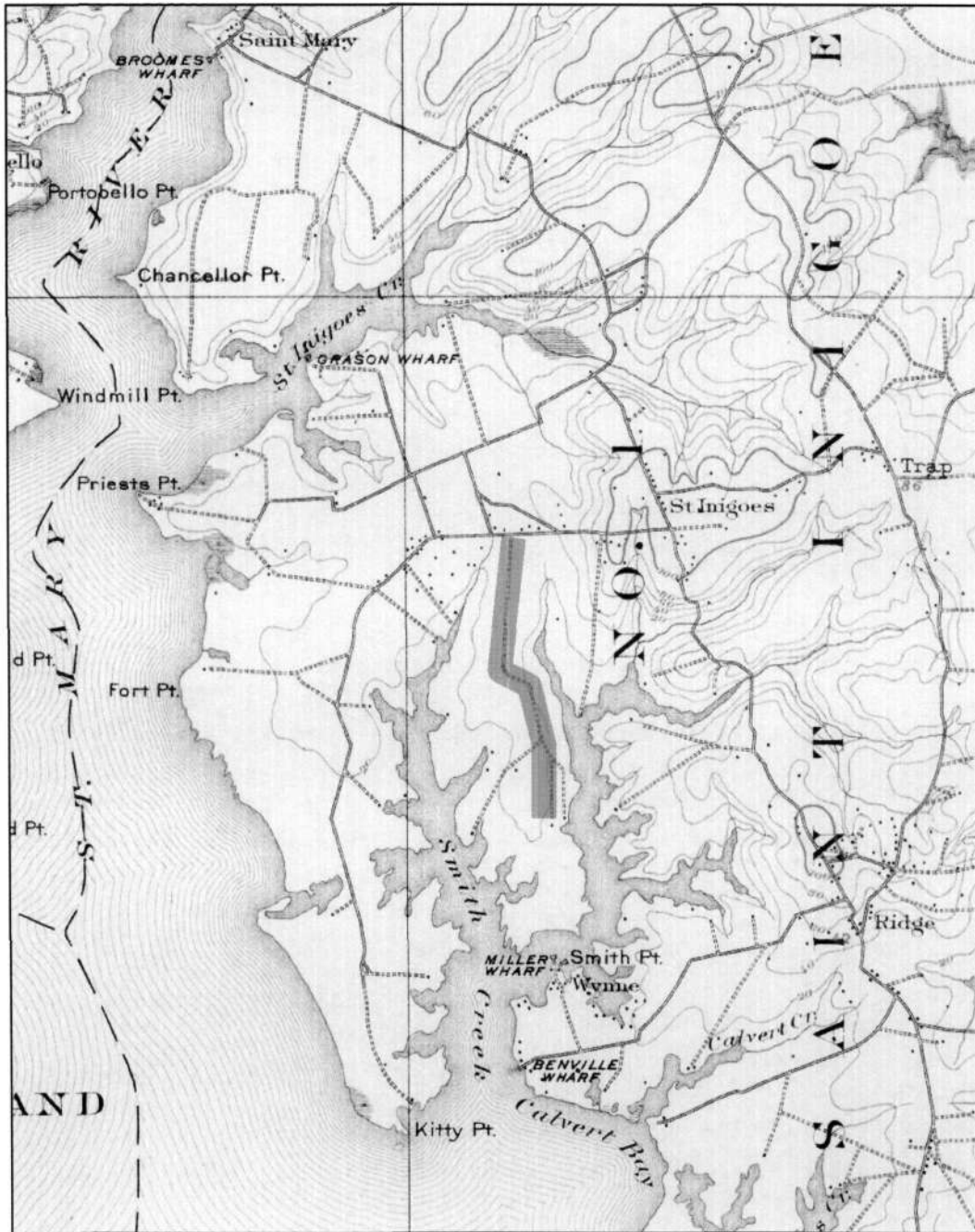
Not to Scale

Source: St. Mary's County
GIS Department, Zoning Map
Viewer, 2006.



Service Provided by St. Mary's County

0 0.79mi



SM-911

Jutland Road

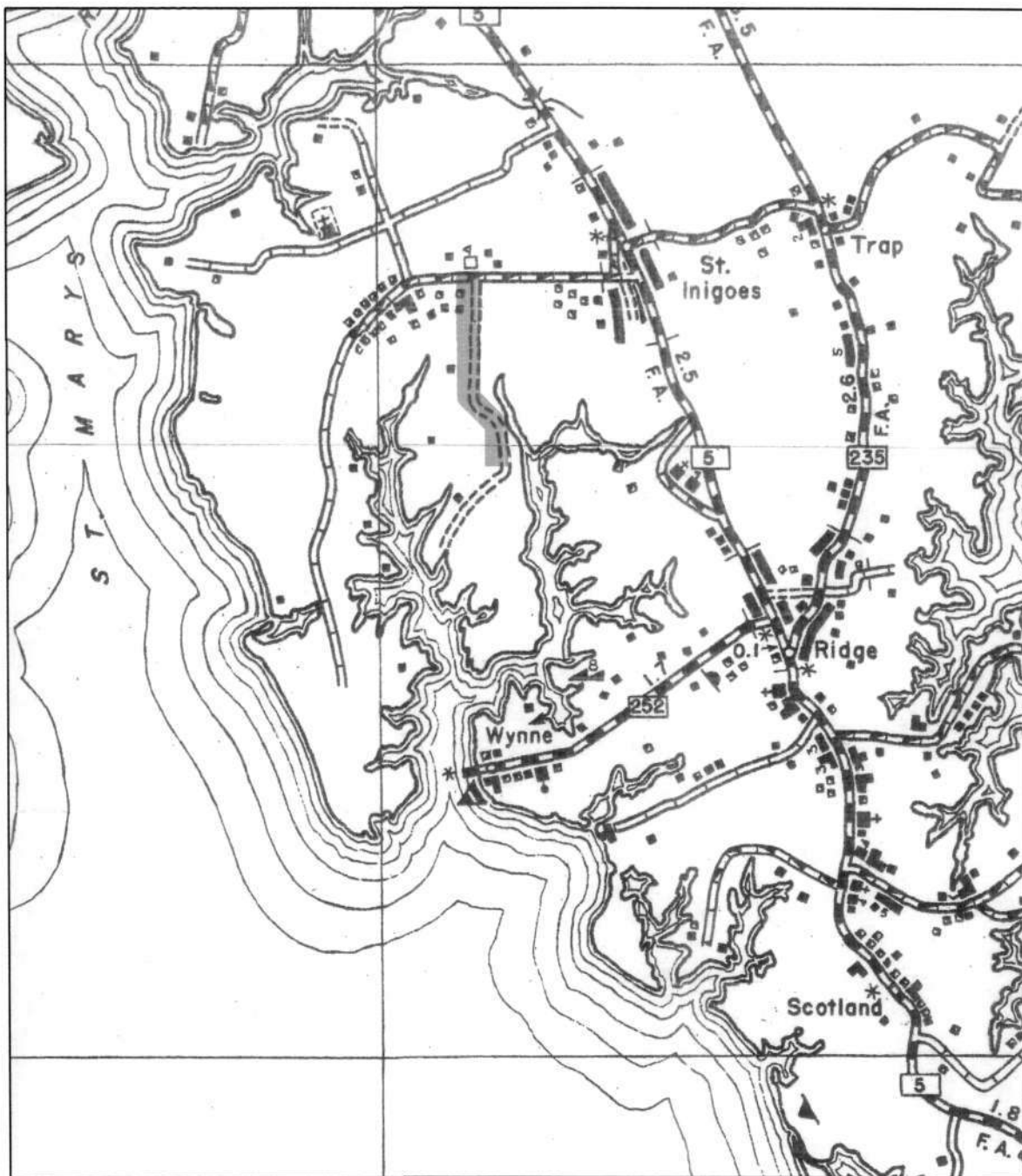
St. Inigoes vic.

St. Mary's County, MD

Historic Map

Not to Scale

Section of United States Geological Survey, *Point Lookout, MD*
Quadrangle (15 Minute Series),
 1912. Maptech Historical
 Topographical Maps. The location of
 Jutland Road is highlighted.



SM-911

Jutland Road

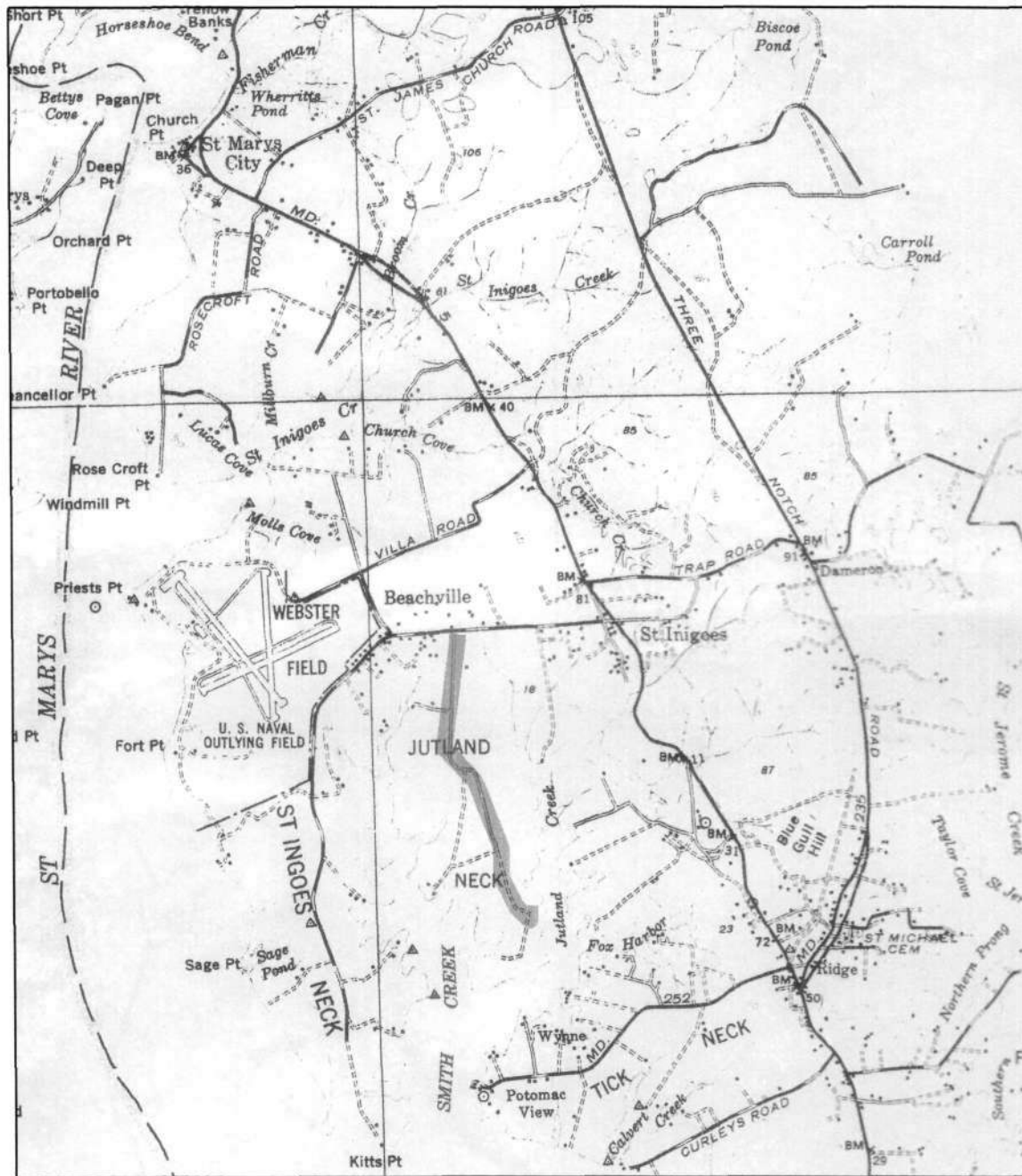
St. Inigoes vic.

St. Mary's County,
MD

Historic Map

Not to Scale

Section of Maryland State
Roads Commission, *General
Highway Map, St. Mary's
County Maryland.* 1937;
revised 1939. The location of
Jutland Road is highlighted.



SM-911

Jutland Road

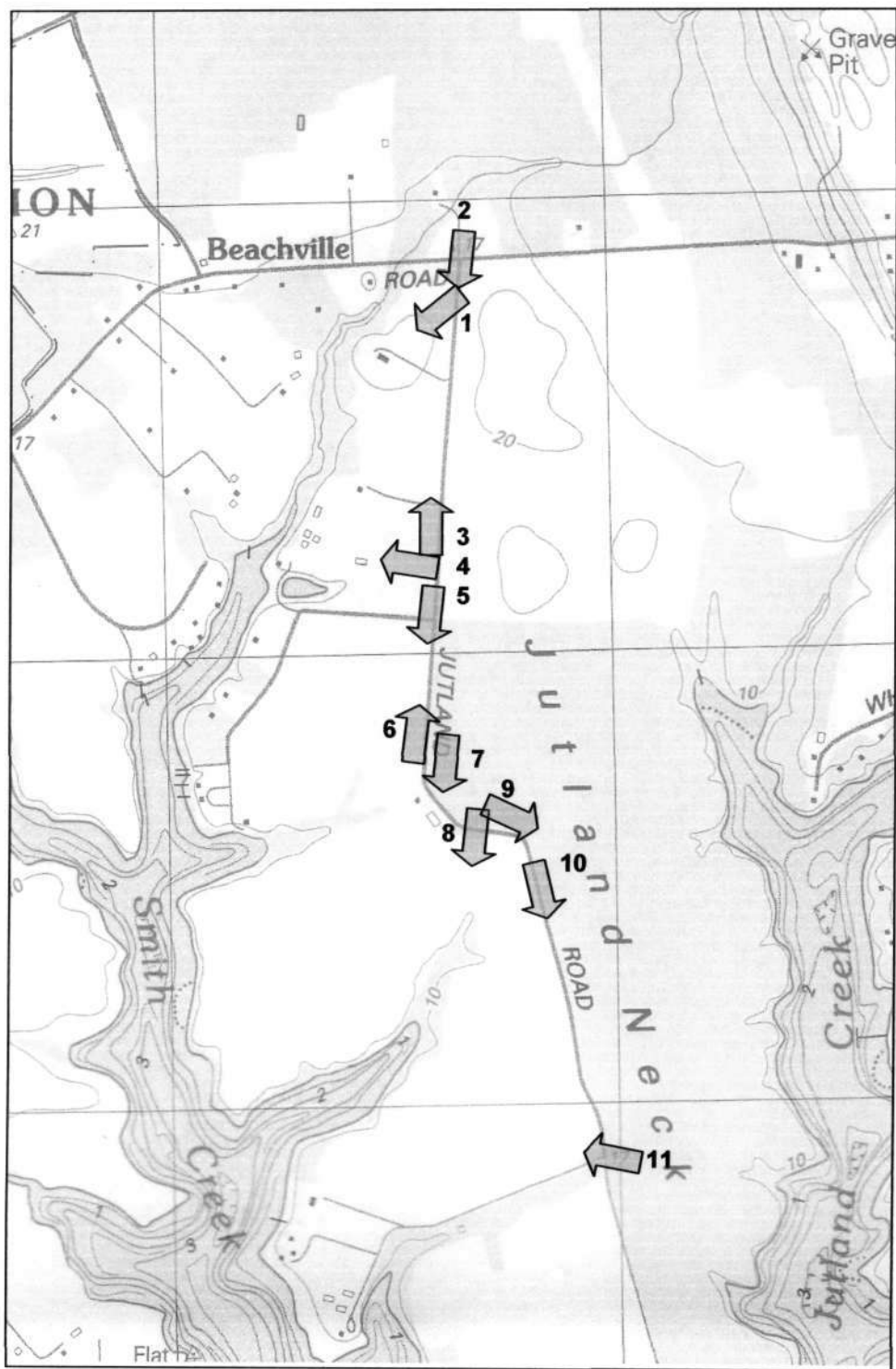
St. Inigoes vic.

St. Mary's County, MD

Historic Map

Not to Scale

Section of State of Maryland,
Department of Geology, Mines,
and Water Resources. *Map of St.
Mary's County Showing the
Topographical and Election
Districts.* 1959. The location of
Jutland Road is highlighted.



SM-911 Jutland Road

St. Inigoes vic.

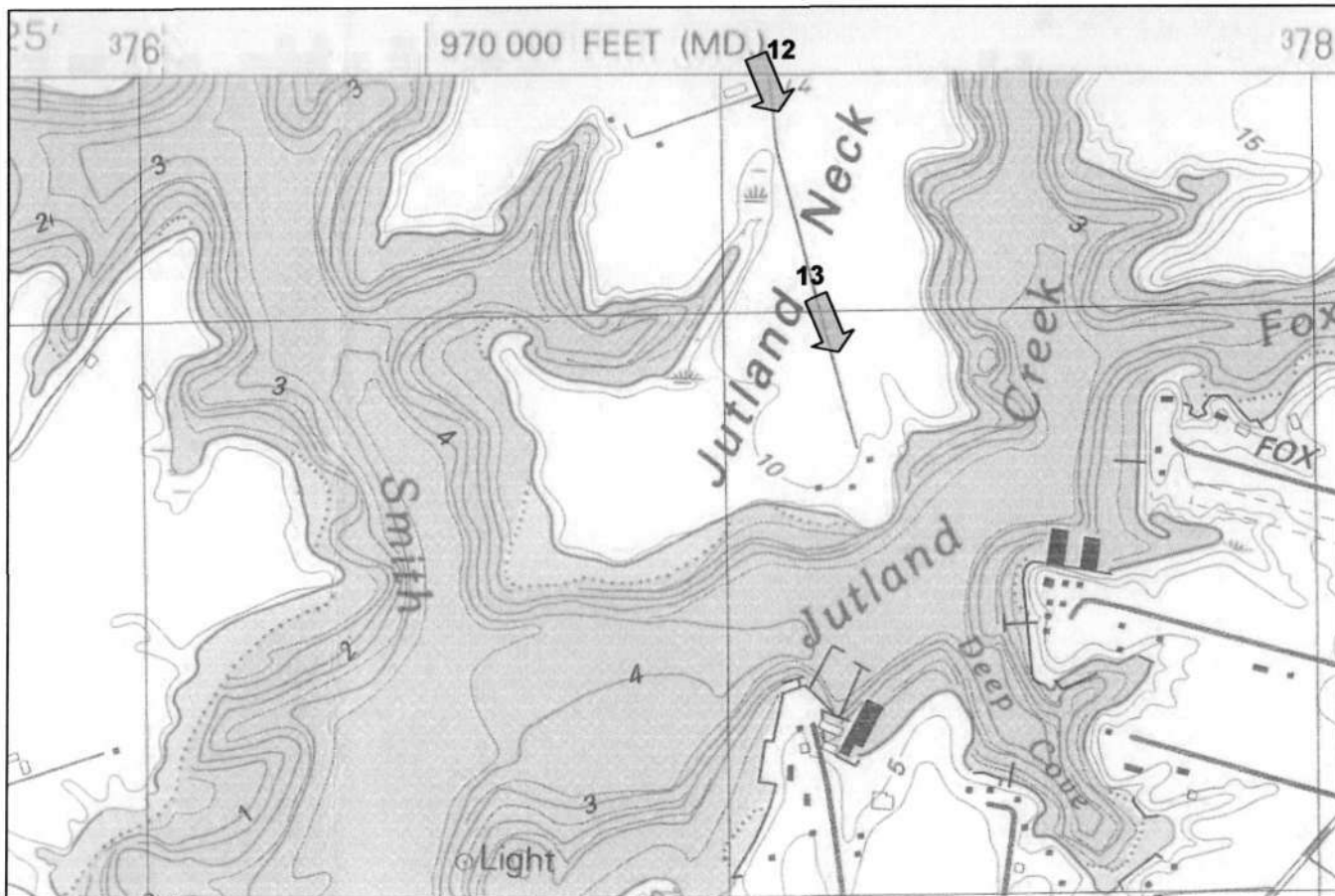
St. Mary's County, MD

Photo Location Key (1 of 2 sheets)

Not to scale



Source: USGS "St. Mary's City"
Quadrangle Map
1987



SM-911 Jutland Road

St. Inigoes vic.

St. Mary's County, MD

Photo Location Key (2 of 2 sheets)

Not to scale



Source: USGS "St. George Island"
Quadrangle Map
1987



Mile 0.1, Looking west from roadway to The Rook (SM-180)
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Mile 0.15, looking north to intersection with Jutland Road
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Mile 0.5, looking NW
3 of 13



Mile 0.5, looking west at barns at 17233 Jutland Drive
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Mile 0.5, looking south at intersection with Jutland drive (on right)
5 of 13



Mile 0.7, looking north back toward Jutland Drive
6 of 13



Mile 0.72, looking south at house at curve (48181 Jutland Road)
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Mile 0.8, looking SW to fields and Smith Creek
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Mile 0.8, looking east to end of curve in road
9 of 13



Mile 1.0, looking south
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Mile 1.3, looking west down Jutland Farm Road from Jutland Road
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Mile 1.3, looking south down unpaved portion of Jutland Road from Jutland Farm Road
intersection
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Mile 1.8, looking south toward road terminus at Jutland Creek (past trees in distance)
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